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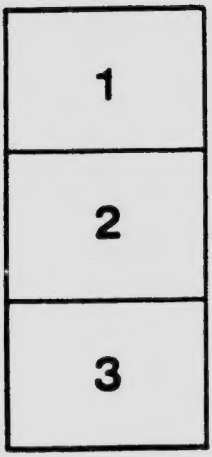

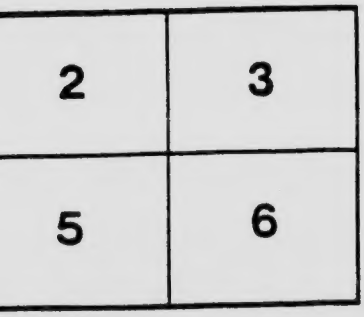

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The Empress

VICTORIA, B. C.

VANCOUVER ISLAND MOTORING EDITION

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EMPRESS HOTEL

VICTORIA, BRITISH COLUMBIA

The

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THE EMPRESS HOTEL

Few Pacific seaboard cities can boast as does Victoria the possession of such distinctive landmarks as British Columbia's massive Parliamentary pile and the palatial **Empress Hotel,** each emblematic of that catholicity of taste and sterling solidity characteristic of this most English of Western Cities. Of Parliament Buildings and **Empress** Victorians are rightly proud. They mark superlatives in their respective spheres, and each is an object lesson in the miraculous evolution of the West.

Appropriately **The Empress** faces the golden West. A striking example of the French Renaissance, its chateau beauties are being more and more impressively emphasized as nature overtakes Enterprise and completes with flower and tree accessories the outline picture of today.

Exteriorally a first glimpse of the stately structure carries assurance of restfulness, comfort and good taste within. Here is no glaring architectural obtrusiveness. The eye finds naturally, in a second glance, the environment of quiet, arboreal walks and flower-gemmed lawns. The house is effectively placed in four acres of beauty-crowded gardens, designed by Mr. Wallace, of which rustic pergolas on three sides, covered with wonderful roses, clematis and other climbers, are distinctive features. On the north exposure is a rock-bound lakelet fed by a mimic mountain brook, the leaping waters whispering of sylvan delights.

Room, too, there is for three tennis courts, a croquet lawn on the lower terrace, a course for archery, and a bowling green, as well as kitchen gardens obscured by ranks of roses, from which come special delicacies for favored guests.

Entering either by the great swinging doorway of plate, set midway in the western front or by the carriage and motor-car entrance at the southern end of the hotel building, protected against occasionally inhospitable weather by an imposing *porte cochere*, one finds all favorable premonitions well sustained. Restfulness—of body, of eye, of mind—is the predominant note. To the very smallest detail the place bespeaks quiet elegance and the perfection of comfort.

Green is the general color scheme; green with dull, Flemish-finished English oak. Huge exposed beams and chaste stained glass combine therewith to give the stateliness in effect of an old

English Hall. This effect is accentuated in the **Main Rotunda** with its massive fireplaces and handsome dual staircases, from which one gains the **Palm Room, Dining Hall, Guest Rooms** and allied departments in their course.

This noble Rotunda is a place of sunshine and light and cheer. Its ranks of broad windows overlook the Harbor and the Sooke Hills beyond. Its harmonious decorations are all in russet gold and green. The foot sinks in its rich carpets as in a deep bed of moss. Luxurious couches exorcise weariness. The room and its appointments are symbolic of all that is best in modern hostelry art and science. And the symbol is true.

The **Palm Room,** which occupies the eastern front, and opens by wide arches upon the Rotunda is, with good reason, a feature of **The Empress,** in which the management takes especial pride. Some 65 feet square, with its great dome of old gold glass, and its ranks of windows greeting the morning sun, this fairyland is the most delightful resort of Victoria for afternoon tea or after-dinner chat and cigarette. The furnishings in green, with the wealth of delicate creepers and banks of blooming flowers, attest artistic genius in design and execution. The **Dining Hall** also opens upon the Rotunda, but at its northern end—a noble apartment, panelled, and with huge columns of the Australian rosewood, and in its completeness typifying good taste.

An atmosphere distinctly feminine and delicate pervades the **Ladies' Drawing Room** which occupies the south-western ground floor corner, overlooking the Parliament Buildings and the Harbor, with entrance from the office, close to the elevators. Here the furnishings are in soft tones of Quaker grey and pink, pink roses for decorations and pink chintz window adornment. The semi-grand piano is in the fashionable dull finish, and there is no hint of discord in the harmonious picture of a room for woman's delight which meets half-way the unspoken wish of dainty ladyhood.

Although only built four years ago an addition was finished two years ago, and an east-front extension containing **Ball Room** and **Banqueting Hall** on the ground floor and added guest rooms above was finished last year.

The **Ball Room** has already been well established in popularity, not only as the scene of all the most brilliant of the Island's social functions, but that also of its most notable musical offerings. Accoustically and otherwise it is well adapted for performances by artistes of the first rank and for the enjoyment thereof by the critical.

VICTORIA AS A GOLFER'S PARADISE

To the many descriptive and complimentary titles given Victoria by appreciative visitors might well be added, with a hearty "hear! hear!" from every devotee of the game, "The City of Golf Made Perfect."

Not only are the two famous courses adjacent to the city delightfully accessible by various picturesque media; the weather

A Snapshot at the Victoria Golf Club

conditions are such that play is pleasantly permissible at any and all seasons. And, too, the widely dissimilar character of the two famous courses place them in certain important details as far apart as the poles. This striking dissimilarity constitutes a charm in itself, enabling players to make an unusual selection to suit individual preferences.

Those who love the wide sweep of the sea and the tonic of its breezes cannot imagine a more charming location than that of the Oak Bay Links—the pioneer of Western Canada, rated by Mr. Chick Evans in his review of American courses as about sixth, although the great Vardon counts its greens among the very first on the Continent. The 18-hole course extends picturesquely along a rugged coastline and is rendered especially interesting through play over numerous little bays, etc.

The Colwood Links, inaugurated some few years ago through the endeavours of former Lieutenant-Governors Paterson and Dunsmuir, Mr. J. A. Sayward and some few other kindred souls, have all the characteristics of a fine old English park, and are situated in close proximity to Hatley Park, unquestionably the finest residential estate in Western Canada. The course is of

18 holes, with a magnificent water drive, so laid out as to avoid all crossing; in fact, as one enthusiastic expert in the game has written, "the different holes lead off into various fairy-like and entrancing avenues and one seldom sees the other players." The turf is similar to Oak Bay, and the greens corresponding.

As a unique and much appreciated feature, a considerable area, approximately in the centre of the property, has been set aside for players desirous of practising their shots, "littering up of the links" being thereby avoided—with incidental benedictions by players going the course.

The club house of the present is but a makeshift structure, the ambitious intention of the Colwood Golf and Country Club being to erect an appropriate Country Club when peace with victory has come.

The privileges of either or both the Colwood and the Oak Bay golf courses are hospitably extended to members of any recognized golf club, and members are always ready and happy to extend a welcome to such visitors.

Both courses are on motoring highways within close touch with the city, Oak Bay being by motor only about fifteen minutes'

Fairway to the 17th Green, Colwood Golf Club

drive from the Empress, and Colwood but little further removed. Oak Bay may also be reached by the tramway service of the B.C.E.R. Co., and Colwood by train on the Esquimalt and Nanaimo division of the C.P.R.

A golfer's visit to British Columbia would be sadly incomplete without a visit to and play on either one or both of these splendid courses.

VANCOUVER ISLAND is the motorist's, fisherman's and golfer's paradise. It possesses in eminent degree all those natural endowments, reinforced by the cumulative comforts and conveniences of scientific civilization, which should make the true, if captious, motorist content—delightful and uniform climate; incomparable picturesqueness of land and water scenery; majestic mountain heights, glittering glaciers, tranquil lakes, thunderous waterfalls, giant forests of true farthest West sombre impressiveness and dignity; interesting, varied and beautiful flora and fauna, with an entire absence of dangerous animal or reptilian life; **the Best and Most Conveniently Linked Together Public Road System in Western America;** an hospitable people with indulgent motoring laws and regulations; admirable rural hotels and Old Country inns unostentatiously achieving the maximum in comforts; good shooting and fishing everywhere; ideal facilities for camp life at its best; a fraternal-spirited motoring population, with all its essential facilities! To the sporting fisherman it offers incomparable diversity of lakes and rivers teeming with trout, bass and salmon; or fiords in which grilse may be taken during practically every season of the year. The devout and devoted golfer needs no introduction to the continentally-famed links of the Oak Bay Golf Club or the Colwood Golf and Country Club, the privileges of either or both of which are hospitably extended to members of any recognized golf club.

What more can heart desire?

As the Northern terminus of the Pacific Highway, the hub of the Georgian Circuit, the westernmost section of the transcontinental Canadian Highway, and the fortunate exclusive possessor of the finest of all automobile avenues, the Island Highway, Vancouver Island is quadruply and most generously blessed. It has, too, as its heart and capital city Victoria, "that little bit of England on the shores of the Western sea," with the highest per capita of motor car owners and users of any place in Canada; the greatest mileage of paved streets in proportion to civic size and population; the most kindly fount of motoring lore and information in the person of Mr. C. L. (alias "Ackamarakus") Harris, publisher of the "Island Motorist" and Secretary of organized motoring activities; and for its Chief Magistrate Mayor A. E. Todd, the foremost champion and most active worker for Good Roads and motor progress on the Pacific Slope. Victoria and Vancouver Island, officially and individually, count the motorist as a friend and aspire to give him a clear road and make him happy.

It is the object herein to sketchily present the salient features, routes, conditions, etc., of a few of the most enticing of the motoring tours to be enjoyed on Vancouver Island. The ground is by no means adequately covered. Nor has it been sought to present logs for any of the outlined journeys through "Vancouver's Isle o' Dreams." These are to be had upon application to the Empress office.

The famous Empress Hotel, foremost for comfort, quiet and unobtrusively excellent service among the great hostelries of the Canadian Pacific Railway Company, is naturally taken as the base and headquarters for all touring activities on Vancouver Island.

TOUR No. 1. Marine Drive, Beaches and Uplands.

For visitors with limited time at command no more interesting short tour can be suggested whereby acquaintance may be made with the peculiar charm of Victoria's characteristics and environment than that embracing the Marine Drive via the nearer pleasuring beaches to Uplands. For this the motorist proceeds from the Empress west by Belleville Street past British Columbia's imposing Parliamentary pile, following the generally used traffic arteries of Quebec, Montreal, Kingston and St. Lawrence Streets to Victoria's Outer or Ocean docks. Thence the ocean boulevard of Dallas Road is followed past the great breakwater and docks now building at an estimated cost of from five to seven millions, and which will give Victoria the finest harbourage facilities of any Pacific port. The driveway, closely following the shoreline

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easterly, gives constantly changeful pictures of sea and of snow-crowned mountain scenery, the coastal ranges of Washington showing surprisingly neighborly nearness and the outlines of the little American city of Port Angeles being usually easily discernible.

Beacon Hill Park, ablaze with Victoria's emblem-flower, the golden broom, and its appealing demonstration of restful landscape gardening, its animated playground for the little folks, its treasures illustrative of the flora and fauna indigenous to Vancouver Island, its dominating Observation Point, and its contiguous Clover Point rifle range, where so many hundreds now following the flag on European battlefields obtained preliminary gunnery instruction—these all within two hundred acres of primitive oak forest will prove worthy of more than casual inspection.

Resuming the seaboard drive and proceeding northerly, after a sharp turn left at Clover Point, the route skirts Ross Bay with its imposing causeway erected for the protection of Victoria's City of the Dead, giving entrance immediately the cemetery is passed to the picturesque Hollywood Park residential section and snugly-sheltered Foul Bay. The driver has merely to keep his right hand bearing through this district to Foul Bay itself (Foul being a seafarer's term for shallow water, and not suggestive of filth), and Foul Bay Road being then followed to its crossing of Fairfield Road. The motorist here turns right, proceeding, with Observatory or Gonzales Hill and its gleaming mosque-like structure of purest white on the right, down a gentle grade to Shoal

The American Tourist is usually aware of the great advantage of purchasing Diamonds, Emeralds, Pearls, Rubies, Sapphires and fine Jewelry in Canada. This saving is due to the fact that **Diamonds enter Canada duty free**, and only a nominal duty is charged on other gems. The firm of MITCHELL & DUNCAN, LTD., Victoria's Leading Jewelers, have during the last quarter of a century built up a splendid trade in Jewelry and fine English Silver. Their success is founded upon—good **reliable merchandise, fair prices, cheerful** and **efficient service.**

The management of the Empress Hotel has no hesitation in recommending to their guests the house of

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Bay, the road bearing sharply to left at the end of the decline. No further route guidance thence is necessary except to follow the shore-skirting driveway to beyond Oak Bay, this particular section affording magnificent views of sea and mountain solitudes —drear Trial Island, with its faithful light, cut off from the Island proper by treacherous tide-rips in which numerous men and vessels have met their fates—the continentally-acclaimed Oak Bay Golf Links—Oak Bay with its recreation park, its aquatic delights and its vistas of far-spread, islands-dotted glistening water areas serenely dominated by lordly Mount Baker in the distant background. The Oak Bay Golf Links rank among the first and finest of Western America, picturesquely situated along a rugged coastline: there is a full 18-hole course rendered peculiarly interesting through play over numerous little bays, etc. Oak Bay Hotel is passed on the left, the sea road still being conscientiously pursued to the fourth left turn, which is taken somewhat acutely just above Bowker's Beach, from which turn the driving is straight forward to the electric car line. This is crossed and followed by turning right, the buildings to the left at this turn being the Municipal Home for the Aged and Infirm. Proceeding, the headquarters military establishment of the Willows Camp, the grounds and buildings of the Victoria Agricultural Association and Victoria Driving Park are passed on the ' ft, straight ahead driving being the rule until the main road gives by a turn to right through lordly gates

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into the idyllic parklike residential areas of Uplands. This subdivision ranks in situation, perfection of landscape gardening, oak forestation, outlook and development as incomparably the finest in all Canada. It represents the last word in residential charm. The Royal Victoria Yacht Club's house and fleet being passed, the boundaries of Uplands are reached at the Cadboro Bay Gate, from which Cadboro Bay Road is regained by an acute left turn (virtually a right-about) or the drive through Uplands being retraced by the upper terrace to the gate of entrance.

The return to Willows Camp is by the going-out route reversed; here instead of turning to left, the route of general traffic is maintained, the car line being followed along Fort Street to Oak Bay Avenue junction. On this section one passes the Home for the Aged and Infirm, the imposing Arena Rink and the Provincial Royal Jubilee Hospital Turning sharply to left into Oak Bay Avenue at the junction, that thoroughfare is followed to the third right hand turn, which is taken into Rockland Avenue, the latter being held to Vancouver Street, many of the finest of Victoria's homes, each a jewel in its characteristic setting of ample and artistic grounds, as well as the official residence of British Columbia's Lieutenant-Governor, being passed. At Vancouver Street one turns right, into that thoroughfare; then left into Fort

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Street, taking Fort Street to Government and turning left into Government, which quickly brings the stately gothic outlines of the Empress into view on the left, directly after passing the Victoria Post Office and Federal Government offices on the right.

Alternatively: This route may be varied by following Foul Bay Road from Foul Bay to Oak Bay Avenue and thence proceeding by a right turn into that highway to Oak Bay and beyond as routed. This alternative presents many handsome residences but excludes Shoal Bay, the Oak Bay Golf Links and related features.

TOUR No. 2. Victoria Coast Drive: 25.3 Miles.

This tour of excellent roads, varied and delightful scenery and multiplied features of interest offers an attractive alternative for No. 1, while embracing certain portions thereof. Incidentally it enables the sightseer to form opinions of the Parliament Buildings, Ocean Docks and Breakwater construction, the ever-changing panorama of the glistening Strait with the ivory-crowned Olympics for majestic background, Beacon Hill Park with its variety of interests, Clover Point Range, the Willows Camp, Uplands, Cadboro Bay, the Gordon Head orchard and berry areas, Mount Douglas Park, Cordova Bay (with its incomparable pictures of

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Mount Baker, the Straits and the verdant archipelago of the Georgian Gulf, including San Juan Island of historic boundary disputation memory), Lost Lake and the initial section of the timely paved thoroughfare linking the interests of the Saanich Peninsula to the urban activities of Victoria. Complete log for this tour is found in the Automobile Bluebook or may be obtained at the Empress office.

TOUR No. 3. Variation and Extension of No. 1 to include Mount Douglas, Cordova Bay, etc.

This tour, which embraces the route and features of Tour No. 1 up to and including Uplands and Cadboro Bay, is offered suggestively for those who may have time—as they undoubtedly will have inclination—to somewhat extend their seashore-skirting pilgrimage. These, leaving Uplands by its northern gate, proceed down the hill to the waterfront level, following the main road to its end in a right-and-left T. (If it is desired to visit Cadboro Beach or Telegraph Bay or to prospect the new and sinuous driveway to Ten Mile Point, the right turn is made.) Taking the left turn to Gordon Head Road, it is followed, with numerous twists and twinings but consistently paralleling the shore-line at a short distance back, through the famous fruit tract of Gordon Head District to Mount Douglas or Cedar Hill Park.

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From this elevation those who do not object to mixing a little pedestrianism with their motoring a surprisingly beautiful panoramic picture is unfolded of Victoria City, the far-stretching Straits and island-dotted Gulf, the saw-toothed Olympics and stately, dominant Mount Baker. At the foot of Mount Douglas, caressed by the waters of the Gulf, is a delightful and well-kept rural park with beach frontage. Thence one ascends by a direct shore-skirting road, holding ever to the right, to Cordova Bay proper, the most extensive and in many respects finest beach within easy access of Victoria and favourite among summer cottagers and picnickers. Passing this beach and adhering to the main road, which bears sharply to the left as the water is left, the Patricia Bay branch of the C.N.P.R. is crossed, and bending then to the right through umbrageous forestation, a somewhat stiff, slightly

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sandy, winding hill is climbed (max. 15%) to an abrupt right-hand turn at the top. From this point caution is enjoined as the road drops abruptly and straight to its termination in junction with East Saanich motorway at Elk Lake, which driveway is taken by a sharp right-angle turn to left **immediately at the foot of the hill.** The paved road is thenceforward followed continuously cityward, Quadra Street being held to Fort. At Fort Street a right turn is made into that thoroughfare, which is kept to Government Street and a left turn thereinto, to the Empress.

Alternatively: From Mount Douglas Park and Cedar Hill beach a direct return may be made either by the Old Cedar Hill Road, which is rurally picturesque and interesting, or by the new Shelbourne Street paved short route. If Cedar Hill Road be taken, a further variation may be made by turning left from Cedar Hill Church, dropping down the grade to and turning right into Richmond Road and skirting or climbing Mount Tolmie, Richmond Road or Mount Tolmie Avenue being followed to its junction with Fort Street (turn right following car tracks) at the Jubilee Hospital, Fort Street being kept to Government Street and Government to the Empress.

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TOUR No. 4. Variation and Extension of No. 1 to include the Gorge, historic Craigflower, Portage Inlet, Esquimalt and Victoria West, with Return through Victoria's Chinatown and Business District.

The route of this pleasure circuit, offering further and greater variety of attraction, is traced and described in detail under Tour No. 1 up to and including Uplands, which superlatively beautiful residential district is now left by the southern gate, at which a right turn is made into Cadboro Bay Road, held to the first left turn, taking which one enters on Lansdowne Road and obtains a charming view of Victoria and the background of the Straits and mountain ranges beyond. The Provincial Normal School is passed on the right and, after crossing Richmond Road (and car line) the University School for Boys is glimpsed on the right. Lansdowne Road is traversed to Hillside Avenue and Hillside Avenue to the Gorge Road, which is a natural continuation after crossing Douglas and Government Streets at their junction. The Gorge Road contains numerous fine homes and affords frequent glimpses of Victoria Arm, which, at its head, approaches to within a few hundred feet of Esquimalt Harbour, circumnavigation of all the western portions of Victoria and the Esquimalt district being possible by canoe with this short portage. At about two miles out of Victoria

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is another of the City's fine parks, where the Gorge Road bends slightly to left and then to right. From here a short detour acutely to left gives access to The Gorge, a famous natural reversible waterfall created by the ebb and flow of the tide through a picturesque minor canyon; and also to the B.C.E.R. Company's Gorge Park, the most pretentious institution on diminished Coney Island lines on Vancouver Island, with boating, warm bathing, Japanese tea houses, water coasting, scenic railway, etc. Continuing along the Gorge Road proper from the point of digression above indicated, the paved way skirts the placidly beautiful upper waters of the Arm, passing Maple Bend, until it ends in a T in Admirals Road. The left turn is taken (the right leading to Victoria via Colquitz River and Burnside Road), Craigflower district school being at the right, while on the left the old white schoolhouse stands, preserved for its historic associations, it having been the first erected structure for educational uses in the original colony of Vancouver Island. Crossing Craigflower Bridge (with Portage Inlet on the right—the head of Victoria Harbour) and Craigflower Road, the well appointed homes of the Songhees Indians at left form a pretty, thrift-betokening village little suggestive of an Indian Reservation. After glimpsing once or twice outflanking indentations of Esquimalt Harbour and passing (on the right) the Songhees burial ground and (on the left) the

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entrance to Esquimalt Indian Reserve, with its ancient potlach houses, etc., the E. & N. Railway is crossed at the (on right) Convalescent Soldiers' Home—an institution dating from 1864, when the present home for war-worn veterans was originally established as a Royal Naval Hospital. On the left, slightly removed, is also the historic naval cemetery of early colonial days. Admirals Road is consistently followed to Esquimalt Road (where the line of the B.C.E.R. Co. is crossed and followed, by a turn to right into Esquimalt Road), which in turn is not departed from until Esquimalt village is reached, the old Canteen Ground, the Officers' landing, the entrance to the famous Yarrows Shipyards, the barracks of a departed generation of martial men, the fortified and strictly inaccessible fastnesses of Signal Hill, and the quaint little service church of St. Paul's being landmarks of the way. Esquimalt itself recalls "The Deserted Village," its crumbling and generally long abandoned shells of pioneer buildings being ineffective reminders of the days when this was the great Pacific depot of Imperial British naval power and also the suburban headquarters of Victoria's and British Columbia's ocean-borne traffic. At Esquimalt may still be seen the Naval Yard of old, the splendid harbour with Rod Hill Forts on its further shore, the graving dock and other characteristic local features recalling the glamour and romance of departed days.

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Returning from Esquimalt a magnificent view of the Straits and mountains is obtained (on the right). Esquimalt Road being followed, with the electric railway line for guidance, through Victoria West to and over Point Ellice Bridge, itself replacing the structure which collapsed one never-to-be-forgotten carnival day a score of years ago, with loss of a hundred lives. After crossing the bridge, giving excellent views of the middle and upper harbour as well as of the Pacific Whaling fleet, there is passed (on the right) the Victoria Machinery Depot, now engaged in night and day production of shells for the Allied Forces, and at Government Street a right turn is made into that thoroughfare, which is travelled south to the hospitable Empress, Victoria's Chinatown and principal business sections being traversed en route.

Alternatively: If desired on returning from Esquimalt, Esquimalt Road may be left by a turn to right at and into Lampson Street, and a short tour made of Macaulay Plains and Fort and Work Point Barracks, the return to Esquimalt Road being via Head Street.

TOUR No. 5. The Gorge, Craigflower, Songhees and Esquimalt Reserves, Esquimalt, Victoria West and Chinatown.

For those who may be unfortunately restricted for time a short tour of constant and diversified interest may be made by

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It is common knowledge that the present world conflict has seriously curtailed the production of all the staples required in the manufacture of articles needed for the sustenance and comfort of man. This fact has been forcibly brought home to the Clothing Trade. It is in this abnormal situation that a long established connection, together with unusual buying power, place some firms at a decided advantage. Foremost among these establishments in Victoria is the firm of W. & J. WILSON, who have been continuously in business at 1217-1221 Government Street for more than 54 years. This firm enjoys an enviable reputation throughout the entire Pacific Coast, extending from California to Alaska, for the large selection and superior qualities of the different lines of British Goods they import Burberry's Coats and Sporting Garments, Jaeger's and Morley's Underwear, Hosiery, Golf Jackets, Sweaters, Flannel Shirts, Travelling Rugs, Dent's Gloves, Tress' Hats and Caps, and other articles too numerous to mention.

On account of the lower duties on British Goods entering Canada, citizens of the United States will find the prices of these lines most attractive.

leaving the Empress and proceeding directly north via Government Street to its junction with Douglas. There turn left into the Gorge Road and proceed as from the point in question in Tour No. 4.

TOUR No. 6. Prospect Lake: Approximately 20 Miles.

This picturesque Lake, locally famous for the size and plenitude of its trout, may be reached by motor by either of two routes. The preferable is by Quadra Street north to and into Saanich Road, West Saanich Road (adhering to the left at Royal Oak) to Prospect Station of the B.C.E.R. Co., and thence to the lake by the short road to the left.

Alternatively: One may proceed northerly by Government and Douglas Streets to Burnside Road, then following Burnside Road (past the famous Roper Ranch) approximately four miles to the sign "Prospect Lake" at right: Take right turn here and follow the only road—wooded, winding and up-and-down.

TOUR No. 7. Saanich Peninsula: 45.8 Miles.

This deservedly popular tour affords magnificent views of the Gulf archipelago, the Olympics, the Saanich Valley, the rugged Saanich Arm, and the established rural life environing Victoria.

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It enables the motorist to fully appreciate the enterprise of Saanich Municipality in carrying the economy and luxury of street paving into rural life and policy, and permits of visits to or passing glimpses of the Dominion Experimental Farm; the little city of Sidney (terminus of the G.N.R. gasoline-motor railway system on Vancouver Island); the explosives works of James Island, constantly contributing to the ammunition calls of the armies of civilization; Deep Cove, a new week-end resort of individuality and charm, where "The Chalet" offers hospitality of the most delightful sort; Patricia Bay, the Island terminus of the C.N.P. Mainland-Island ferry service; Tod Inlet, with its great cement plant and handsomely appointed Brentwood Hotel; the great Canadian Government Observatory on Little Saanich Mountain, housing the world's largest and most ultra-modern telescope; the Dutch bulb farm, in certain seasons a wondrous picture of rainbow hues; the new Provincial Prison Farm, etc. A complete log of this tour (approximately one-half of which is over asphalted pavement) is found at page 602 of the Automobile Bluebook or may be had for the asking from the Empress office.

Alternatively: Direct return may be made from the Observatory via West Saanich and Saanich Roads and Quadra Street, omitting the Prison and bulb farms and securing mileage reduction and better roads.

Note.—Saanich Peninsula circuit may be contracted at will by passing from the East to the West Road by any of the several cross-roads: (1) by a left turn at the north end of Elk Lake, passing round that body, and turning left into Old Saanich Road, which merges into the new West Road after one mile; (2) by Tod Inlet cross-road, left turn at sign of Tod Inlet and Brentwood, to West Road, 2 miles; (3) by Stelly's Cross Road, left turn at Mile 10 8, to West Road, 2 miles; (4) by cross-road from Saanichton, left to West Road, 3 miles; (5) by Breed's Cross Road, from Thomas Station, left to West Road, 2 miles; or (6) by Patricia Bay Cross Road, left from Mile 17, to West Road, 1½

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miles. If it is desired to visit Telegraph Beach, a short detour is made by turning right from East Road at Mile 10.5.

TOUR No. 8. Government Observatory and Brentwood: 34 Miles.

One of the most interesting and delightful short tours out of Victoria is that to Little Saanich Mountain and Brentwood (Tod Inlet), which permits of inspection of the new Canadian Government Observatory crowning Little Saanich Mountain, the home of the world's latest and greatest telescope. The site also commands one of the finest views on the Pacific Coast and there is no difficulty in the ascent by motor car, there being a splendid road the entire distance. The monster telescope, with 72-inch reflector, should be peculiarly interesting to everyone—to scientists most particularly—while the Observatory eclipses even the great Lick Observatory of California in modernity of equipment. At Brentwood is obtained intimate acquaintance with hill-girt Saanich Inlet, famed for its grilse and salmon fishing at almost all seasons. Here, too, is situate the beautiful Brentwood Hotel, a model of luxurious appointment and irreproachable cuisine and service. A log for the tour will be gladly furnished by the Empress office.

Alternatively: Return may be made direct from Little Saanich Mountain, as indicated under Tour No. 7.

Note.—Many other interesting short tours in Saanich District may be arranged, utilizing Carey Road, Cedar Hill Road, Lost Lake Road, etc.

The Most Attractive Seaside Resort on Vancouver Island

Brentwood Beach Hotel

Situated on the beautiful Saanich Arm, 12 miles from Victoria by the B. C. E. Railway. Frequent trains both ways. Good motor roads. 14½ miles by East Road by the way of Elk Lake (11 miles paved road). 12½ miles by West Road bearing to the left at Royal Oak (6 miles paved road). This road passes at foot of Little Saanich Mountain, the road to the New Observatory bearing to the right. Splendid Bathing, Boating, Fishing, Tennis. The Hotel is most comfortable and up-to-date. Rooms en suite. Hot and cold water in all rooms. : : : Bar and Billiard Rooms.

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TOUR No. 9. Metchosin Triangle: 28.7 Miles.

An especially delightful tour through absolutely dissimilar country is the Metchosin Triangle drive, for which one proceeds via Government Street and Gorge Road to Craigflower Bridge (as hereinbefore described), following the Island Highway by turning right after this bridge is crossed, with the new Songhees Reserve on the left. After the turn, on the left, is a small, crumbling square structure of interest inasmuch as it was the first frame building erected on Vancouver Island. Proceeding, one passes under the E. & N. R. tracks at the head of Portage Inlet, this body and Deadman's Creek, its feeder, being on the right, with Esquimalt Harbour on the left, the small intervening neck, portaged by canoeists, being all that prevents a considerable section of Victoria and all Esquimalt District being an island. The 4 Mile House is passed, and later Parson's Bridge, where pretty Mill Stream debouches into Esquimalt Harbour at the Esquimalt oyster beds and opposite historic Magazine Island. At the top of the hill the Roomac paving ends at Colwood, the road being held **straight forward,** the right turn being the Island Highway to all up-Island points. At this junction are the new Colwood Golf Links and Country Club, the former, with a splendid water drive, being indisputably the finest in all Canada and among America's

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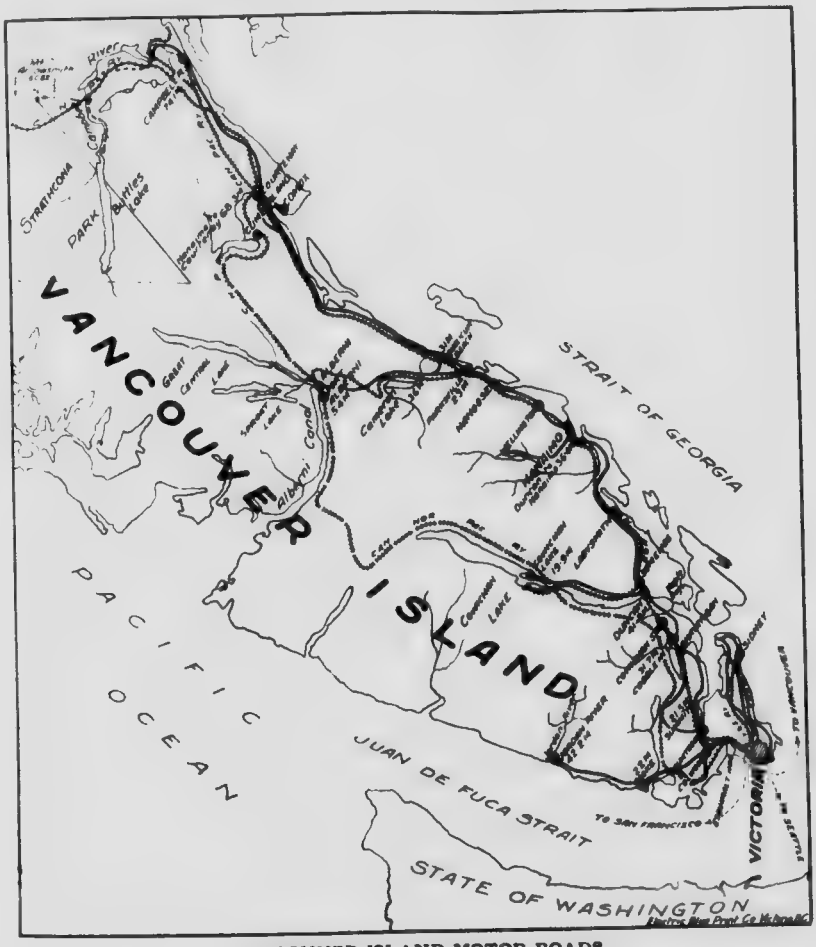
best, this being far from exaggerated enconium, inasmuch as the verdict of several among the foremost players of America is that the course is the equal of any on the continent. The beautiful property of the club has all the characteristics of old English parkland, there being a full 18-hole course with many natural hazards. Passing on, the entrance to Hatley Park, the palatial estate of the Western Coal King, former Governor Dunsmuir, is seen on the left and Oak Dell Park on the right. At Mile 8.7 take left fork, the road for the next two miles skirting the seashore—which lies at the foot of steep cliffs—through park lands of singular charm, while the views of sea, mountains, Esquimalt and the more distant city are unforgettable. Dropping down a fairly steep decline (at Mile 11.5) the right fork is taken and the main road pursued to Metchosin Church and hall, where, turning right, one gains by a half-mile straightaway the Happy Valley Road, a winding, woodland drive for a considerable distance following the C.N.P.R. grade, which is crossed at intervals, this being the route of return.

Deviations from this tour, as logged in detail, cover visits to Albert Head beach, Peddar Bay, Sooke Harbour (via the East Sooke Road), Matheson Lake, etc. Complete log for this tour is found at pages 606-7 of the Automobile Bluebook or may be obtained from the Empress office.

A distinctive institution of Victoria the Beautiful, and one well pleasing to the stranger within her gates, has the **Tally-Ho** excursion become in recent years, the fine equipages (giving an elevation to passengers that is unrivalled for sight-seeing) and the expert drivers and conductors employed by the **Victoria Transfer Co.**, together with the well-considered routes that are followed in the diurnal outings, enabling the visitor to obtain a very comprehensive and accurate impression of the city's chief points of beauty, and its homes and home life, with infinitesimal expenditure either of time or money. The Tally-Ho expresses traverse all characteristically Victoria drives and bracken-hedged suburban roads, passing the established and recognized "show-places"—the parks, the golf links, the notable public edifices and stately private homes, each set as a jewel in its well-kept lawns and gardens. Assuredly one cannot more pleasantly or profitably employ an idle hour than in thus "doing the Tally-Ho circuit." There is, in addition to the charms of the sight-seeing programme, much of diverting novelty in bowling merrily over the smooth roads that environ this western capital behind the four and six-horse teams employed in this service, with drivers whose skill recalls the picturesque stage coach skippers of a vanishing west.

TOUR No. 10. Sooke Harbour and Jordan River: 84.4 Miles.

This tour is for the most part over a fine woodland road of continuous sinuosities, through interesting country, with magnificent pictures where Sooke Harbour is skirted, and at intervals beyond, to Jordan River, the site of the B.C.E.R. Co.'s power



VANCOUVER ISLAND MOTOR ROADS

supply. The forestation is largely primeval and the great plant of the Electric Company at the objective is thoroughly worth attention. For a considerable distance the giant pipes carrying Victoria's water supply from Sooke Lake may be traced along the neighbouring hillside. This tour passes through the interesting

POINTS OF INTEREST ON THE SAANICH PENINSULA

VIA THE B.C. ELECTRIC INTERURBAN RAILWAY

The Saanich Peninsula, which has come into considerable prominence since the completion of the Interurban Railway, has many points of more than passing interest.

Starting from the City Terminus on Douglas Street, passengers may travel, in well equipped electric trains, through twenty-three miles of scenic beauty to the Deep Bay Terminus, at the extreme north-west of the Peninsula.

The first few miles of the journey are through the suburbs of Victoria, after which the country becomes more pastoral in nature, with frequent glimpses of mountain and sea.

The Observatory on Saanich Mountain, seven and one-half miles from Victoria, contains the largest refracting telescope in the world, and this locality undoubtedly will become world-famous as the Mecca of scientists and astronomers.

"Observatory" Station, at the foot of the mountain, is situated only a few yards from the main road (to which it is connected by a footpath) leading to the summit of the mountain. The view from the Observatory is quite the finest and most comprehensive on the Island, which, in conjunction with the telescope, makes this place of unusual interest to visitors.

Brentwood, eleven and one-half miles from Victoria, is a delightful rural seaside resort, situated at the head of Saanich Inlet. The bay is dotted with several islands, and the sheltered waters make bathing and boating particularly safe and enjoyable. Good fishing is to be had in season; and a modern hotel occupies a central position overlooking the bay.

Leaving Brentwood, the train takes a north-easterly direction, and some charming views of sea and distant mountains are obtained during the next few miles. **Sidney Island** and **James Island** can be plainly seen, giving the sea almost the appearance of a land-locked lake.

Bazan Bay, sixteen and one-half miles out, is situated in the agricultural district of the Peninsula. Here the Dominion Government has its Experimental Farm. Visitors are always welcome, and there is much of interest to be seen.

Deep Bay, the terminus of the line, is destined to become one of the most popular seaside resorts on the Island.

The passenger on alighting from the train is immediately confronted with a view of sea, mountain and distant Mainland, with a small chalet in the immediate foreground, at which the necessities and some of the luxuries of life can be obtained.

Boating, fishing and bathing can be indulged in; the waters are sheltered, and boats and launches can be rented.

A variety of very interesting launch trips can be made from Deep Bay to the adjacent islands and Mainland points. The return journey usually can be covered between daylight and dark. Anyone wishing to spend a few days or longer in the pursuit of recreation, rest and a complete change of environment, will find Deep Bay makes an ideal centre.

Further information will be gladly supplied, on this and other parts of the Peninsula. Apply —

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With its many attractions in the way of the natural reversible waterfall, Japanese tea gardens, bathing pavilion, etc., is more popular than ever.

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settlements of Luxton, Milne's Landing (where Sooke River is crossed), Sooke, Scarf and Otter Point. Detours, to the left at Scarf and to the right at Mile 24.8, permit of visits, respectively, to Kemp Lake and Young's Lake, both noted for trout. This tour is logged and mapped in the Automobile Bluebook, pages 606-7, or running directions may be obtained from the Empress office. It will be well to note, re logged direction at Mile 36.5 returning, that the turn under trestle referred to is the second of the two such turns close together, the first leading, in 2.3 miles, to a dead end at Pikes Lake, a pretty fishing preserve.

TOUR No. 11. Goldstream, the Malahat and Return by Admirals Road and Esquimalt.

A short tour out of Victoria of incomparable charm and easily made in a morning or afternoon embraces the features of the Island Highway up to the Golden Gateway entrance to the Malahat Drive, Goldstream, and, returning, all features covered by Tour No. 5. For this tour the motorist proceeds as in Tour No. 10 to Colwood, but there turns right, following the Island Highway guides, with especially good views of the splendid golf links for a considerable distance on the left. Langford Plains and the E. & N. R. are crossed, the charming sylvan road leading past Langford Lake (on left), the finest bass fishing water of British Columbia. Crossing a small bridge at Mile 11.5, the route is **straight ahead** until, with a few abrupt twists, the road enters a minor canyon and sharply descends. At the foot of almost the first drop a stop is necessary for a turn about by some manoeuvring, to permit of an acute angle turn into the Goldstream cut-off, which leads along the "Gold Stream" itself, at the scene of the first discovery of precious metal on Vancouver Island, to a junction with the old Victoria-Nanaimo Trunk Road. From there the return is made by the old Trunk Road to its junction with the Malahat Drive at Mile 11.5, and thence by the route of coming out back to the crossing of Admirals Road and the Highway at Craigflower Bridge. Here one turns right, into Admirals Road, and proceeds thence as indicated under Tours 4 and 5.

Alternatively: One may proceed from Goldstream by the mountain road from the hotel to and past the E. & N. R. station, following it to its junction with the Sooke Harbour-Jordan River Road at Humpback Bridge, there turning left and following the Highway homeward as from its Mile 29.7; or, at Langford Station, returning, one may, after crossing the tracks, turn right and, running parallel to the railway for a time, continue until junction with the Sooke Harbour-Jordan River Road at Mile 10.1 thereof, the main thoroughfare being taken by a left turn.

TOUR No. 12. Millstream, Mount Finlayson and Malahat: 30 Miles.

This tour is probably the least frequently taken of any out of Victoria, but is alluring by reason of the special beauty of the sylvan scenes between Langford crossing and the old lime-kilns, and for the spice of adventure inseparable from the sharp descent of Mount Finlayson to the level of the Goldstream Flats and junction with the Malahat Drive. No one should attempt this tour, however, except in a car of sufficient power to surmount high gradients, and absolutely dependable as to brakes. For this tour the motorist proceeds as on Tour No. 11 to Langford, there crossing the railway and taking the right hand fork, following the road until signboard indicates the Finlayson Arm Road, which is then taken. On reaching the Goldstream Flats, one should not fail to make the short detour up the Malahat Drive necessary for a visit to Niagara Canyon and Falls, at the second bridge, about 150 yards distant. The return is by the Malahat Drive and Island Highway direct.

TOUR No. 13. Summit and Shawnigan Lake: 66.4 Miles.

This now infrequently travelled circuit, the old mountain route over the Summit—Vancouver Island's original coaching trunk road —being of less appeal to the non-adventurous than the marvellous Malahat, offers considerable variety of wild hill and forest scenery, with opportunity to visit (by a detour from Sooke Lakes, the sources of Victoria's water supply) the abandoned mining camp of Leechtown, once the seat of colonial government and centre of a typical placer camp. This tour contains considerable heavy climbing and long steep descents, with but in ifferent surface conditions; but it has the charm of an adventure into the wilderness in part and this is its special appeal. It is mapped and routed at pages 608-9-10 of the Automobile Bluebook or log may be obtained from the Empress office.

TOUR No. 14. Shawnigan Lake Loop, via Malahat Drive: 57.7 Miles.

This specially favoured drive takes the pleasure-seeker via the Gorge Road, Craigflower, Golf Links, Langford and Malahat Drive (more particularly described under Tour No. 19) to Mill Bay, where a turn to left is made, as indicated by conspicuous signboards, and the lake road held to the first view of Shawnigan. Here one again turns to the left, following the narrow and sinuous woodland road past Strathcona Lodge and the summer colony village, along the lake to its head and for upwards of a mile beyond. The cross road to the left is taken as indicated by signboard, the E. & N. R. being crossed at Fitzgeralds (or Malahat) Station and followed

to its junction with the Malahat Drive, into which one turns right, returning to Victoria.

TOUR No. 15. Duncan and Cowichan Loop: 84.9 Miles.

Another outing upon which little improvement is possible is this, with the charming ultra-English City of Duncan and the restful Cowichan Valley as its objective. The going route is as in Tour No. 14 to Mill Bay, the Island Highway being, however, followed straight ahead from that point, via Cobble Hill, Cowichan Bay and Koksilah (details and delights of the route being more particularly described under Tour No. 19). Returning, instead of retracing the route, it is suggested that the forest road via Cowichan Station be taken, this connecting with the Malahat Drive slightly north of Cobble Hill. The route via the Island Highway is logged at pages 610-11 of the Automobile Bluebook, or log may be obtained from the Empress office.

TOUR No. 16. Duncan and Cowichan Lake Loop: 40 Miles.

This is merely an enlargement of Tour No. 15 to permit of a visit to Cowichan Lake, one of the largest and most beautiful fresh water bodies on Vancouver Island, and one of the deservedly most famous fishing and hunting centres in the West. The route to Duncan is as outlined under Tour No. 15. Leaving Duncan, the Island Highway is further followed to two miles out, whence one turns left, following the main road, through forest virtually the entire distance and with occasional glimpses of Cowichan River and crossings of the C.N.P.R. and the Cowichan Lake branch of the E. & N. R. At Riverside (18.4 miles out of Duncan) is the Government Hatchery, devoted exclusively to the propagation of various species of sporting trout, for the re-stocking of Island lakes and streams, an institution well worthy a visit. This tour is logged and mapped in the Automobile Bluebook at page 612; copy of log obtainable from the Empress office.

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TOUR No. 17. Canadian Highway: Victoria to the Albernis, Sproatt and Great Central Lakes, via the Malahat Drive, Cowichan Valley, Nanaimo, Cameron Lake, Parksville and Mount Arrowsmith: 331.2 Miles.

The first and most frequently travelled of Vancouver Island's two "Grand Tours" over magnificent scenic driveways crowded with interest and variety: Leaving Victoria via the Gorge Road, Craigflower and Colwood, the Island Highway is followed, through Nanaimo, to Parksville. (See Tour No. 19.) McBride Junction is passed, whence the extension of the E. & N. R. leads northerly to an ultimate terminal in Strathcona Park or beyond. Passing through virgin and beautiful forest country wherein development has merely scratched the fringes of the railway and public road, the interesting Salvation Army Colony of Coombs is passed at Mile 28.4 out of Nanaimo, and at Mile 31.5 the approach to Cameron Lake is begun, the road being largely carved out of the overhanging cliffs which frown down upon this deep and placid water—a giant sapphire set in the jade of fir-clad enclosing hills. The lake is dominated by lordly Mount Arrowsmith, crowned with perpetual snow, excellent trails leading to the summit from the pretty chalet which the C.P.R. has here provided for the discriminating pleasure hunter. Passing Cameron Lake the road traverses the great cathedral aisles of a magnificent big tree section, beyond which a practically continuous ascent marks the approach to Alberni. To reach New or Port Alberni one passes through the older community, both being pretty villages, in deadly rivalry, invested by incorporation with the status of cities. Both, also, are interesting, while the Somass River, the near-at-hand large reservations of the Opetchisaht and Seshart Indian nations, Stamp River Falls, etc., are local institutions well repaying attention. From Alberni—the Pacific terminus of the Canadian Highway—an excellent forest road leads northerly along the river to Sproatt Lake, a favourite summer resort of Vancouver's well-to-do, about

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six miles; and thence to Great Central Lake, rivalled only by Cowichan Lake among the mountain-girt fresh water bodies of the Island. Both Sproatt and Great Central Lake abound in fish and game—true sportsmen's paradises. The latter, to the ultra-ambitious mountaineer, gives access by a wilderness trail to upper Strathcona Park. The Nanaimo-Alberni-Great Central Lake drive is routed and detailed at pages 618-9-20 of the Automobile Bluebook, a copy of the log and all information being obtainable from the Empress office.

TOUR No. 18. Nanaimo Lakes (Nanaimo and Return): 34 Miles.

Those who enjoy camping, hunting and fishing far from the madding crowd will find the side trip to the Nanaimo Lakes most delightful, these four connected lakes nestling in the heart of primeval forest 1,500 feet above Nanaimo. This trip is routed and logged in the Automobile Bluebook at page 614.

TOUR No. 19. Island Highway, Victoria to Campbell River and Strathcona Park: 374.6 Miles.

This, the "Grand Motoring Tour" of Western Canada, in justice to its multiplicity of delights, demands a volume to itself. Space limitations being inexorably inelastic, one may but sketch in outline the details of the panoramic picture, leaving the glowing colors to be applied with the brush of observation. From Victoria one proceeds throughout via the Island Highway, the frequent guide-boards constituting a dependable blazing of the trail. Leaving by Government Street and the Gorge Road, and passing the civic park, the Gorge, Victoria Arm, historic Craigflower, Portage Inlet, the new Songhees Reserve, pioneer house, the portage, Parson's Bridge and Magazine Island, Colwood, the new Golf Links and Country Club, Langford Plains and lake, the Malahat Drive is entered at Mile 11.5, and after a deceptive half-mile straightaway, one plunges suddenly upon the descent through

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Contains 70 rooms, running Hot and Cold Water, 15 Private Bathrooms. Garage in connection.

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a forestated canyon to the level of Goldstream, crossed (at the second bridge) almost at the scene of the discovery of the precious metal on Vancouver Island. The road, following this tumbling stream, is replete with sylvan charm until the brook ends in Goldstream Flats, a vast green meadow below one at the right. On the left, at the second of twin bridges, Niagara Canyon and falls, not 100 yards from the road, compel and richly reward a visit. Proceeding, the ascent begins in earnest, becoming steepest after the crossing of Arbutus Canyon; while thenceforward, on the right, a succession of pictures of the Saanich Arm are unfolded until at the Summit (and scenic loop) the entire Saanich Peninsula, the Gulf beyond and, farther still, the mountains of the Mainland are viewed as on one gigantic canvas. The pictures are diversified and multiplied as Malahat Reserve is traversed, Malahat Park, Malahat Beach and Mill Bay passed, on the right, and the end of Malahat Drive reached after crossing a canyon-spanning bridge over the stream-outlet of Shawnigan Lake, with its charming cascades in full view to the left. At Cobble Hill, "Frondeg," Mr. Griffith R. Hughes' famous thoroughbred stock farm of 1,200

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At the Terminus of the Island Highway and the Gateway of Strathcona National Park, amidst Scenery of Incomparable Grandeur

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SALMON — Campbell River is world famous for its unrivalled Summer Fishing — TROUT

GUIDES, BOATS, TACKLE AND ALL OTHER REQUISITES

The WILLOWS (Thulin Bros.) Campbell River

WRITE FOR INFORMATIVE LITERATURE

acres, claims attention; while Cowichana Bay, four miles farther, presents almost idyllic beauties. From the left turn, at the tennis courts, to Koksilah, the route winds through scenes of sylvan perfection, with frequent glimpses of Koksilah and Cowichan rivers, to Duncan City. Beyond this other magnificent views of forest and sea and mountain are constantly presented, more especially in approaching Chemainus and Ladysmith, the latter on Oyster Harbour. After Nanaimo, the route is pursued to Parksville over one of the finest highways in the Western world, Nanoose Bay being one beauty gem by the way. From Parksville ever northward the route leads through mighty forests, past Qualicum Beach and golf links, with its splendid hotel, a fashionable resort of infinite charm and growing fame; along and over numerous lovely rivers teeming with trout or salmon, for repeated miles with the unbroken panorama of the Straits and virgin mountains far-flung on the right. Past Union Bay and Courtenay (from which enjoyable side trips offer to Cumberland, Comox and the Comox Lakes) the road leads northerly to Campbell River, the most famous salmon fishing resort on the Western Continent, spoken of with rapture by sporting fishermen the wide world over. Here is situate the celebrated Willows Hotel and from here the road proceeds (it is already completed, past Campbell River Falls, as far as Forbes Landing) toward Strathcona Park. This great national park and people's playground of 785 square miles' area is now in process of development, and will in time eclipse Banff and Glacier Parks and rival the Yellowstone and the Yosemite in compelling interest. Its towering mountains, magnificent glaciers, rushing torrents, tumultuous waterfalls, tranquil lakes, forests of giant cedars, lordly elk herds, industrious beaver colonies, mysterious rock carvings of a forgotten race, leviathan trout—constitute a combination of allurements nowhere else congregated within a similar area. The complete Island Highway tour is mapped and routed in the Automobile Bluebook at pages 610 to 618, or fullest particulars, together with special Strathcona Park booklets, may be had for the asking from the Empress office.

TOUR No. 20. Georgian Circuit: 500 Miles.

This unique and delightful international motoring circle of about 500 miles—for the establishment of which Mayor Todd of Victoria is principally responsible—leads from Victoria, via ferry, to Port Angeles, and thence by Olympia and Tacoma to Seattle, returning via Everett, Blaine, New Westminster and Vancouver, by ferry to Nanaimo and back to Victoria by the Island Highway. Map and all particulars are obtainable from the Empress office.

VANCOUVER ISLAND FISHING

For fly fishing on Vancouver Island, those waters 40 to 50 miles north of Victoria are the earliest. Steelhead trout up to ten pounds are in their best condition from January to March, taking the Jock Scott and Silver Doctor flies and also small spinners. Their condition becomes poorer as the season advances. From April the sea trout, rainbow and cut-throat trout are at their best till the middle of October.

The Cowichan river, 40 miles from Victoria, is the first to offer sport, the fish rising to the Jock Scott, Silver Doctor, March Brown, Cowichan, Coachman, Dr. Dixon, and other varieties of flies. Good sport mainly depends upon the condition of the water, and it is at its best after the snow water has gone. One of the most delightful experiences is to run the river in canoes manned by the Indians, who are wonderfully expert in shooting the rapids, and thus placing the sportsman in the best position for sport.

At Alberni, 125 miles from Victoria, the Great Central Lake and Somass river are the favorite spots, the Campbell river further north on the east side being noted for its heavy fish about July. Small spinners with the fly attached, used on a light rod, are also very deadly and afford good sport.

Fine auto roads lead to all these resorts and the necessary information can be obtained from local experts upon the conditions of the water, etc., at any time.

For spinning and trolling the angler will find the grilse and the small spring salmon are to be had in estuaries contiguous to the larger rivers flowing into the sea. The Saanich Arm and Cowichan Bay are the earliest spots, but later on, in July to September, these waters offer their heaviest fish, the spring salmon running up to 65 pounds and the cohoe salmon from four to fifteen pounds

They are taken on the spoon bait, and either by hand lines or on short rods. About Victoria splendid sport is to be had, and when light tackle is used, nothing can excel it.

The Campbell river is specially noted for its heavy fish, and at Alberni, on the west coast, heavy fish are the rule about September.

For those who do not object to roughing it a bit, the exploration of the northern portion of Strathcona Park should prove singularly attractive. Arrangements can be made for cabin and cooking requisites—and the fishing is incomparable.

Cowichan Lake

Cowichan is, indeed, today a magic word for trout fishers the world over, the scenery of both lake and river being superb. The favored method of fishing the Cowichan is to begin operations at the Lake, descending the rapids under Indian pilotage—a never-to-be-forgotten and fascinating voyage. En route, midway between the two canyons, and but ten miles from Duncan, the railway base, a camp is being established by **The Empress** for the convenience of guests, a canvas dining hall and dormitory tents, for both ladies and gentlemen, being models of woodland comfort, and every auxiliary facility being afforded for the enchantment of the delights of this unique experience of backwoods life and adventure. In time this camp of tents is to give place to a rustic chalet. The most suitable equipment for Vancouver Island fishermen is that which is locally obtained. The specialist for fishing impedimenta is Mr. G. T. Fox, of M. & H. A. Fox, 1239 Broad Street, who, as one of the most expert fishermen of the Western lakes and streams, places his extensive local knowledge and experience freely and cheerfully at the disposal of visitors. His advice is always to be relied upon, and his information as to water conditions throughout the season, and as to the flies most favored by the canny trout.

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